

CLAIM AMENDMENT SHEET

What is claimed is:

1. (Currently Amended) A cargo adapted personal aircraft, comprising:
 - a canard having two and only two significant horizontal lifting surfaces, with a smaller lifting surface in front of a larger lifting surface;
 - a large opening, at least 4 feet high and 3 feet wide, at the rear of the fuselage through which large objects can be loaded, the opening having a closure for flight.
2. (Previously Presented) The aircraft of claim 1 including yaw control surfaces on the larger lifting surface.
3. (Original) The aircraft of claim 1 having no empennage.
4. (Original) The aircraft of claim 2 having no empennage.
5. (Original) The aircraft of claims 1, 2, 3 or 4 wherein the aircraft is a light personal aircraft.
6. (Currently Amended) The aircraft of claims 1, 2, 3 or 4 wherein ~~the aircraft is a personal aircraft~~ large opening is at least 5 feet high by 4 feet wide.
7. (Original) The aircraft of claims 1, 2, 3 or 4 that includes one tractor engine.
8. (Currently Amended) The aircraft of claims 1, 2, 3 or 4 that includes two engines located on the larger lifting surface.
9. (Original) The aircraft of claims 1 or 2 without a boom-supported empennage.
10. (Previously Presented) The aircraft of claims 1 or 2 including a pitch control surface on the smaller horizontal lifting surfaces.
11. (Currently Amended) A cargo-adapted personal aircraft, comprising:
 - a canard having two significant horizontal lifting surfaces with a smaller lifting surface in front of a larger lifting surface;
 - a large opening at the rear of the fuselage, at least 4 feet high and 3 feet wide, through which objects can be loaded; and
 - having no empennage.
12. (Currently Amended) The aircraft of claim 11 ~~having all including~~ power sources and yaw control surfaces, all said power sources and yaw control surfaces being attached to the aircraft at a location at least as far forward as the larger lifting surface.